(v) Containng the rising trend in level crossing accidents.

(vi) Aiming at reduction in fatalities in case of serious accidents by use of Crash Worthy Coaches and tight lock couplers with anti-climbing features.

(vii) Reduction in accidents attributable to human failure by 40%.

Repair of dilapidated rail bridges

† 590. SHRI DHARAM PAL SABHARWAL:

PROF. R.B.S. VARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have earmarked funds for the repair of rail bridges to be undertaken in future of which are in dilapidated condition;

(b) if so, whether bridges in dilapidated condition have been identified;

(c) if so, the details of the amount earmarked for the repair of bridges; and

(d) by when the repair work of the bridges would be completed alongwith the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Repair and Rehabilitation of bridges is an on going process on Indian Railways. Railway undertakes repair, rehabilitation/ rebuilding of bridges on the basis of their physical condition as ascertained during annual inspections and not on the basis of age. Few bridges which may show signs of deterioration of physical condition indicating need for rehabilitation are classified as Distressed Bridges. These, however, are neither unsafe nor dilapidated bridges. Sometimes the bridges are strengthened due to the requirement of heavier axle loads and higher tractive effort. Based on such identification of bridges, allotment of funds is made annually to carry out their repair, rehabilitation/rebuilding duly prioritizing the works as per requirement.

†Original notice of the question was received in Hindi.

In 2001-02, to clear the backlog of replacement of such identified bridges on Indian Railways, 2700 bridges were sanctioned for repair/rehabilitation/ rebuilding at a cost of Rs. 1530 crore (net) under Special Railway Safety Fund (SRSF) to be completed in a span of 5 years *i.e.* from 2001-02 to 2006-07. Apart from SRSF, additional funds are also made available annualy to take up the repair/rehabilitation of fresh accruals of bridge works under Depreciation Reserve Fund (DRF). Year-wise repair, rehabilitation/rebuilding of bridges identified after creation of SRSF during the last 4 years is given as below:—

Year	SRSF		DRF	
	Bridges Repaired/ Rehabilitated	Expenditure (in Cr.)	Bridges Repaired/ Rehabilitated(in Cr.)	Expenditure
2001-02	280	44.0	445	64.0
2002-03	496	152.0	655	48.0
2003-04	530	157.0	1033	71.0
2004-05	411 (Target)	149.0 (Till Dec. 04)	1218 (Target)	65.0 (Till Dec.04)

As on 01.04.2004, a total of 4886 bridges exist on various Zonal Railway, which had been sanctioned under SRSF & DRF and were yet to be rehabilitated. Out of these, 1629 bridges are targeted to be completed in 2004-05. In the year 2004-05, a total of Rs. 610 crore (Rs. 510 crore under SRSF & 100 crore under DRF & others) have been allotted in the budget estimate for rebuilding/repair/rehabilitation of bridges and total of 1179 bridges have been rebuilt/rehabilitated under SRSF & DRF upto 31.01.2005.

Competitiveness of Indian Railways

591. SHRI RAJ MOHINDER SINGH MAJITHA:
SHRI RAVI SHANKAR PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in the present scenario of global trade, it is needed to make the Railways competitive;

†Original notice of the question was received in Hindi.